

# CHINA



# MAIL.

Published every Evening, with which is incorporated The "Hongkong Evening Mail and Shipping List."

Vol. XXXII. No. 3963.

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HONGKONG, FRIDAY, MARCH 10, 1876.

日五十月二年子丙

Price, \$24 PER ANNUM.

## AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GORCH, 121, Holborn Hill, E.C. BATES, HENDY & Co., 4, Old Jewry, E.C. SAMUEL DEAN & Co., 150 & 154, Leadenhall Street.

NEW YORK:—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally:—BLAN & BLACK, San Francisco.

CHINA:—SWATOW, QUELOH & CAMPBELL, Amoy, GILES & Co. Foochow, HEDDER & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & Co. Manila, C. HENNING & Co. Macao, L. A. DA GRAGA.

## Banks.

COMPTOIR D'ESCOMPTE DE PARIS, INCORPORATED BY NATIONAL DECREE OF 7TH AND 8TH MARCH, 1848, and BY IMPERIAL DECREE OF 26TH JULY, 1854, AND 31ST DECEMBER, 1866.

Recognized by the INTERNATIONAL CONVENTION OF 30TH APRIL, 1862.

PAID-UP CAPITAL, 80,000,000 3,200,000 RESERVE FUND, 20,000,000 800,000

HEAD OFFICE:—44, Rue Bergère, Paris. LONDON AGENT:—144, Leadenhall St., E.C.

AGENTS:—At Nantes, Lyons, Marseilles, Brussels, Bombay, Calcutta, St. Denis (Ile de la Réunion), Hongkong, Shanghai and Yokohama.

LONDON BANKERS:—Bank of England, Union Bank of London.

HONGKONG AGENCY.

INTEREST ALLOWED ON Current Deposit Account at the rate of 2 per cent. per annum on the monthly minimum balance, and on Fixed Deposits at rates which may be ascertained at the office.

CHR. DE GUIGNÉ, Manager.

Office in Hongkong: Bank Buildings, Queen's Road, Hongkong, May 14, 1875.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, 5,000,000 Dollars. RESERVE FUND, 100,000 Dollars.

COURT OF DIRECTORS.

Chairman:—E. R. BEILLIOT, Esq. Deputy Chairman:—AD. ANDRE, Esq.

J. F. CORDES, Esq. S. W. POMEROY, Esq. H. HOPKINS, Esq. F. D. SASSOON, Esq. A. MOLVER, Esq.

CHIEF MANAGER.

Hongkong, James Greig, Esq. Manager.

Shanghai, Ewen Cameron, Esq. LONDON BANKERS:—London and County Bank.

HONGKONG.

INTEREST ALLOWED ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balance.

On Fixed Deposits:—For 3 months, 2 per cent. per annum. " 6 " 4 per cent. " " 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JAMES GREIG, Chief Manager.

Office of the Corporation, No. 1, Queen's Road East. Hongkong, February 17, 1876.

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the half-year ending on 31st December last, at the rate of Six per cent. per annum, say \$8.75 per paid-up share of \$125, is payable on and after FRIDAY, the 18th instant, at the Office of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Board of Directors, JAMES GREIG, Chief Manager. Hongkong, February 17, 1876.

## Intimations.

### NOTICE.

MAN'S character should be judged from what it has been before, and by that means elegance or worthlessness can be discerned. A story should be judged by its true or false bearings, so that right and wrong may be distinguished. These remarks apply to the case in which Messrs Tsang Shun Yee and Woo Lin Tak were, on the 27th day of the 10th moon last year (24th November 1875), slandered by Lai Ming Chun.

Messrs Tsang Shun Yee and Woo Lin Tak have been residing for more than ten years in Hongkong and have always been employed in representing Nam Pak Hong in their transactions with foreigners. While their character stands high, their conduct is excellent, and they have for a long time back been respected by both Chinese and foreigners. They have not only not borne a name that is approaching to anything improper, but they have not in the course of all their actions done anything objectionable. Unexpectedly, however, slander came upon them unawares, but of course, when virtue stands high, reproach will come. They were therefore falsely charged by Lai Ming Chun's letter, which was void of all truth, with selling people for emigration abroad. They are indeed labouring under a false imputation from which it is now difficult for them to clear themselves. Our office, therefore, in punishing Lai Ming Chun for having done what he ought not to have done, orders him—and he consents—to pay the sum of \$500; the amount of legal expenses he has also by way of punishment to pay \$25 into the Poor Box for the benefit of the Hongkong Poor. He is further punished by having to pay the expenses of advertising in the Chinese and foreign newspapers in the Colony, three of each, for the period of one month, a notice which will bring before the public his sin in this defamation. Reparations like these will, perhaps, allay in a measure the indignation which Messrs Tsang and Woo feel.

When a man finds fault with others he ought in the first instance to enquire whether he himself is unblemished. Now Lai Ming Chun, as a man, is not one who is numbered among the gentry, nor is his name pronounced by the lips of the illustrious. Yet he falsely dilates in slanderous language and spreads diffusedly by word of mouth stories to the detriment and pollution of the good name of Messrs Tsang and Woo. It was right therefore that Messrs Tsang and Woo sought to sue him in the Courts of Justice, and he was on the eve of being punished by the utmost penalty of the law. Fortunately, however, Messrs Tsang and Woo's magnanimity is expansive as the sea and as capacious as the ocean, and they deal with people liberally; with that end in view they therefore prefer, instead of punishing him, as he rightly deserves, to forgive him of the enormous crime of which he has been guilty. Having ceased litigation now they have no resentment against any one, and by no doing, they cherish the friendly tie that exists amongst the Chinese clans. They have also shown that in doing this they are affording a lenient punishment for the sake of a great warning. They are indeed fully sustaining the benevolent principles of the great men, and for this act of theirs, may the happiness (or good fortune) of Messrs Tsang and Woo never grow less.

THE UNIVERSAL CIRCULATING HERALD (TSUN WAN YAT PO).

Hongkong, February 19, 1876. mol9

NOTICE IN EXPLANATION OF A SLANDER.

THE principles of right or wrong will reveal themselves in course of time, and this saying is clearly set forth in the History of China. When undue reliance is placed on statements by word of mouth, a good argument is always wanting, and this is what the Book of Changes has always guarded people against. If a man is not guilty of anything seriously wrong, is it likely that he will submit himself to be killed?

With regard to Lai Ming Chun, he is indeed a bare-faced fellow, and one who has no regard for anything. On the 27th day of the 10th moon last year (24th November 1875), he slandered Messrs Tsangshun Yee and Woo Lin Tak by falsely accusing them of being engaged in the nefarious trade of selling people for the purposes of emigration, and that in their transactions they were in fact kidnappers. And finally, he recorded the same in the Tsun Wan Yat Po, (The Universal Circulating Herald), so that Messrs Tsang and Woo had thought of suing him before the local authorities, so that he might be punished for libelling people's character. Fortunately for him, however, Lai Ming Chun learnt in time of his own wrong, and now he has voluntarily consented to pay the penalty of bearing the legal expenses in the sum of \$500, and to pay also (into the poor box) \$25, for the relief of the Hongkong poor; also, from his own funds, to pay the costs of inserting in the Chinese and foreign newspapers, three of each, for the period of one month, an article, in order to redeem himself from what he has been guilty of. But this, nevertheless, would not actually be sufficient to cover the enormity of his sin. The reason why Messrs Tsang and Woo condescended to these terms was because they had been advised by intimate friends, who urged that, inasmuch as both parties were Chinese men, how could they, Messrs Tsang and Woo, have the heart to see him (Lai Ming Chun) put in a gal of the foreigners? So

that it would be far better that they should forgive him, but inflict a small penalty by way of a small warning.

If so happened, luckily, that Messrs Tsang and Woo's magnanimity proved to be as expansive as the sea and as capacious as the ocean, and it was thus that the matter was put to an end. This is sufficient to show that Messrs Tsang and Shun are peaceful and quiet men, and that they have done a very good act. But Lai Ming Chun is a man who is very much conceited (it is the night pedestrian who thinks a great deal of himself), and one who falsely dilates in satire and railleury. He began life in a very mean position, and is not of a respectable family (it, the descendant of the pure and white). While in a menial position, he, moreover, offends his superiors. Therefore it would not be arbitrary were he to be banished beyond the frontiers, nor would it be too much were he to be put to the sword (it, under the axe). Now that he is only fined in so small a sum, it is indeed his good fortune that he has escaped greater consequences.

ONE WHO UPHOLDS JUSTICE.

Hongkong, 19th Feb., 1876. mol9

THE CHINESE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the Fifth Ordinary Meeting of Shareholders of the above Company, will be held at the Head Office, Victoria, Hongkong, on FRIDAY, the 24th March, 1876, at 8 o'clock p.m., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to 31st December, 1875.

The Transfer BOOKS of the Company will be closed from the 11th to the 24th March, both days inclusive.

By Order of the Board, OLYPHANT & Co., General Agents.

Hongkong, March 6, 1876. mc24

NAVAL CONTRACT 1876-7.

SEALED TENDERS, in duplicate, will be received by the Undersigned, until Noon on SATURDAY, the 11th March, 1876, from Persons desirous of supplying the following Articles for the use of H. M. Navy for the Year 1876-7, viz.:

FRESH BEEF, TEA, VEGETABLES, RAISINS, RICE, SOAP, BISCUITS, SOFT BREAD.

Printed Forms for Tender, and further particulars, can be obtained at the Naval Storekeeper's Office.

The right to reject the lowest or any tender is reserved.

JOHN BRENNER, Storekeeper.

H. M. Victualling Yard, Hongkong, February 28, 1876. mol1

ORIENTAL TELEGRAM AGENCY.

FROM this date all Messages for Europe will be forwarded at the following rate:—

\$4 For the First Word. \$2 For each Extra Word.

Registration free, if by letter. If by wire, \$2 only would be charged.

GEO. HOLMES, 2, Peddar's Hill, Hongkong, March 6, 1876. mol18

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

DIVIDEND Warrants for the Dividend to Dec. 31/75, at the rate of \$10 per Share, can be obtained at the Office on or after 29th February.

By Order, D. GILLIES, Secretary.

No. 2, Club Chambers, Hongkong, February 29, 1876. ap1

NOTICES OF FIRMS.

NOTICE.

I have this day authorized Mr J. Y. V. SHAW to sign my name per procuration.

A. MACG. HEATON. Hongkong, January 1, 1876.

NOTICE.

THE Undersigned have entered into Co-partnership from the First day of January, 1876, in the Business of Shipbrokers at this Port, under the style of MORRIS & RAY.

A. G. MORRIS, E. C. RAY. Bank Buildings, Hongkong, February 3, 1876.

## Entertainments.

THEATRE ROYAL, CITY HALL, HONGKONG.

ROYAL ENGLISH OPERA CONCERT COMPANY, FRIDAY, March 10.

LAST PERFORMANCE OF THE COMPANY.

UNDER THE DISTINGUISHED PATRONAGE OF COLONEL DICKINS AND THE OFFICERS OF THE 28th REGIMENT.

By kind permission the SLENDID BAND OF THE REGIMENT Will assist during the Evening.

THIS Evening, March 10. ENTIRE CHANGE OF PROGRAMME, CONSISTING OF NEW SELECTIONS FROM THE GRAND DUQUEN.

MARITANA, AD LA FILE DE MADAME ANGOT.

NEW AND POPULAR BALLADS. NEW SONGS AND DANCES. NEW GRAND CHORUSES.

REMEMBER, LAST NIGHT. As the Company sail for Australia on Saturday at Noon.

REDUCTION IN PRICE. The Dress Circle, \$2. Stalls and Back Seats, 1. Chairs ordered for 11.30.

Doors open at 8 past 8, commence at 9. Box Office at City Hall.

M. L. KAPRAK, Manager. Hongkong, March 10, 1876. mol1

Auctions.

PUBLIC AUCTION. LAND AND PROPERTY.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

TUESDAY, the 21st March, 1876, at Noon, on the Premises,

All that piece or parcel of GROUND, registered in the Land Office as Section B of Island Lot No. 584, and known as "Overbeck Court," situated in the rear of No. 9 Police Station, Cairne Road.

Annual Crown Rent, \$9.72. TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser.

The Property to be at Purchasers' risk on the fall of the hammer. For further particulars, apply to LANE, CRAWFORD & Co. Hongkong, March 9, 1876. mc21

For Sale.

FOR SALE.

THE UNDERMENTIONED LAND AND BUILDINGS.

AT HONGKONG:—INLAND LOT 82.—The well-known House and Offices lately occupied by Messrs A. Heard & Co., adjoining the Cathedral Compound.

The Ground below the masonry retaining wall of the above, abutting on the Queen's Road.

Annual Crown rent, \$890.48. MARINE LOT 111, WANHOAL.—First-class and extensive Godowns.

Annual Crown rent, \$324. INLAND LOT 591.—Situated on the Bonham Road and one of the finest sites for Villa residences in the Colony.

Annual Crown rent, \$79.78. FARM LOT 17, POKFOLK, adjoining Messrs Butterfield & Swire's premises. Annual Crown rent, \$25.

## Shipping.

Steamers.

FOR SHANGHAI. (Taking through Cargo for CHEFOO and TIENSIN.)

The Steamship "GLENHORN," Capt. AUL, will be despatched as above on SATURDAY, the 11th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents S. S. Glenearn. Hongkong, March 9, 1876. mol1

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "MENZALIE," Captain PASQUALINI, will be despatched for YOKOHAMA on SATURDAY, the 11th inst., at 8 a.m.

G. DE CHAMPEAUX, Acting Agent. Hongkong, March 9, 1876. mol1

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOT POSTE FRANCAIS.

The Company's Steamship "HOUGLY," Captain MONTMANT, will be despatched for SHANGHAI on SATURDAY, the 11th inst., at 10 a.m.

G. DE CHAMPEAUX, Acting Agent. Hongkong, March 9, 1876. mol1

FOR SWATOW, AMOY & FOOCHEW. The Steamship "YESSO," Captain PUNCHARD, will be despatched for the above Ports on SUNDAY, the 12th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAFRAIK & Co. Hongkong, March 8, 1876. mol12

FOR COOKTOWN AND SYDNEY. (Taking through Cargo for MELBOURNE.)

The Eastern and Australian Mail Steam Co.'s Steamer "BRISBANE," Captain BALFOUR, will be despatched as above on TUESDAY Next, the 14th instant, at Noon.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, March 9, 1876. mol14

FOR SAN FRANCISCO (DIRECT.) The Steamship "OROCUS," Capt. JOY, will be despatched as above on WEDNESDAY, the 16th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, March 1, 1876. mol15

FOR SINGAPORE, PENANG AND CALOUTTA. The Steamship "PENGUIN," Captain COWELL, will leave for the above Ports on SATURDAY, the 18th instant, at 3 p.m.

Despatches will close at 2.30 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co. Hongkong, March 9, 1876. mol18

FOR SINGAPORE, PENANG AND CALOUTTA. The Steamship "ARATON APOAR," Capt. MONTAGNIER, will leave for the above Ports on SATURDAY Next, the 18th instant, at 3 p.m.

Despatches will close at 2.30 p.m. For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, March 9, 1876. mol18

STEAM TO YOKOHAMA. (Taking Cargo at through rates to HIOGO & NAGASAKI.)

The P. & O. S. N. Co.'s S.S. "BOMBAY" will leave for the above place shortly after the arrival of the Guelph with the next English Mail.

A. MOLVER, Superintendent. Hongkong, March 8, 1876.

STEAM TO SHANGHAI. The P. & O. S. N. Co.'s S.S. "GEELENG" will leave for the above place about 24 hours after her arrival with the next English Mail.

A. MOLVER, Superintendent. Hongkong, March 8, 1876.

## Shipping.

Sailing Vessels.

FOR SAN FRANCISCO. The A-1 British Clipper Ship "SEDENHAM," FRANK BAIRDOR, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, March 4, 1876.

FOR SAN FRANCISCO. The A-1 British Clipper-ship "GRYFE," THOS. ROBERT, Master, will load for the above Port, and will have immediate despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 1, 1876.

FOR SAN FRANCISCO. The A-1 American Ship "LATHLEY RICH," RAY T. LAWIS, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 1, 1876.

FOR PORTLAND (OREGON.) The A-1 American Ship "SAMUEL G. REED," WHITE, Master, will load for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 1, 1876.

FOR NEW YORK. The A-1 American Ship "HAZE," WILKINSON, Master, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 1, 1876.

FOR LONDON. The A-1 British Ship "SARAH NICHOLSON," 933 Tons Register, Captain SELKIRK, will load here for the above Port, and will have quick despatch.

For Freight, apply to VOGEL, HAGEDORN & Co. Hongkong, February 5, 1876.

FOR SAN FRANCISCO. The A-1 British Ship "SHALIMAR," WALKER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 4, 1876. ap15

FOR SAN FRANCISCO. The A-1 American Ship "NIGHTINGALE," PALMER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 4, 1876. ap15

FOR SAN FRANCISCO. The American Ship "SUMATRA," MULLIN, Master, will load here for the above Port, and will have early despatch.

For Freight, apply to RUSSELL & Co. Hongkong, February 23, 1876. mc28

FOR PORTLAND. The A-1 German Bark "CENTAUR," OFFERBERG, Master, will load here for the above Port, and will have immediate despatch.

For Freight, apply to RUSSELL & Co. Hongkong, February 23, 1876. mc23

FOR SAN FRANCISCO. The A-1 American Ship "MARY WHITBRIDGE," CUTLER, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to RUSSELL & Co. Hongkong, March 9, 1876. ap20

FOR HAMBURG. The A-1 German Barque "NICOLINE," 815 Tons Register, Captain SHAMKARN, will load here and at Whampoa, and will have quick despatch as above.

For Freight, apply to ARNOLD, KARBURG & Co., Agents. Hongkong, February 23, 1876.

FOR MELBOURNE & SYDNEY. The A-1 Barque "CAPTAIN JOHNSON," will have quick despatch for the above Ports.

For Freight or Passage, apply to ROZARIO & Co. Hongkong, February 9, 1876.



## NOTICES TO CONSIGNEES.

S. S. HANKOW.  
FROM LONDON, PENANG AND  
SINGAPORE.

CONSIGNEES of Goods by the above  
Steamer are hereby notified that  
the Cargo is being landed and stored  
at their risk into the Godowns of the  
Undersigned, whence delivery may be  
obtained.

Goods remaining in store after the 12th  
Instant will be subject to rent.  
Optional Cargo will be forwarded on  
unless applied for by the Consignees before  
10 a.m. on Monday, the 6th Instant.  
Bills of Lading will be countersigned  
by

SIEMSEN & Co.,  
Agents.

Hongkong, March 4, 1876. mcl1

FROM LONDON AND SINGAPORE.

THE S. S. GLENAR having arrived, Con-  
signees are hereby informed that their  
Goods are being landed at their risk, and  
stored by the Undersigned at their Go-  
downs, whence and from the Wharf or  
Boats delivery may be obtained.

Optional Cargo will be forwarded to  
Shanghai unless notice to the contrary is  
given before Noon To-morrow.

Cargo remaining undelivered after the  
15th Instant will be subject to rent.  
No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents S. S. Glenar.

Hongkong, March 8, 1876. mcl5

FROM CALOUTTA, PENANG AND  
SINGAPORE.

THE S. S. VENICE, having arrived from  
the above Ports, Consignees of Cargo  
by her are hereby requested to send their  
Bills of Lading for countersignature to the  
Undersigned at the Godowns of the  
Undersigned, and to take immediate delivery  
of their Goods. Galutia Cargo impeding  
the discharge will be at once landed and  
stored at Consignees' risk and expense.  
Cargo from Penang and Singapore is  
being landed and will be delivered from the  
Wharf or Godown.

No Fire Insurance has been effected.  
JARDINE, MATHESON & Co.,  
Hongkong, March 8, 1876. mcl6

## NOTICE.

CONSIGNEES of Cargo per S. S. Venice  
from Calcutta, are hereby informed  
that owing to the delay in taking delivery,  
all Cargo now on board will be landed by  
the Undersigned at their Godowns at East  
Point, whence delivery may be obtained.  
JARDINE, MATHESON & Co.,  
Hongkong, March 9, 1876. mcl6

FROM CALOUTTA, PENANG AND  
SINGAPORE.

THE S. S. ARRATON, having arrived from  
the above Ports, Consignees of Cargo  
by her are requested to send their Bills of  
Lading to the Undersigned for countersignature  
and to take immediate delivery of their Goods.  
Cargo impeding her discharge will be at  
once landed and stored at their risk and  
expense.

DAVID SASSOON, SONS & Co.,  
Agents.

Hongkong, March 8, 1876. mcl5

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer  
Patrol, are hereby notified that the  
Cargo is being discharged into craft, and  
landed at the Godowns of the Undersigned,  
in both cases it will be at Consignees' risk.  
The Cargo will be ready for delivery from  
Godown on and after the 8th March,  
1876.

Goods undelivered after 16th March,  
1876, will be subject to rent.

BUTTERFIELD & SWIRE,  
Agents.

Hongkong, March 8, 1876. mcl6

COMPAGNIE DES MESSAGERIES

MARITIMES.

S. S. HOUGLY.

## NOTICE.

CONSIGNEES of Cargo per S. S.  
"Euphrate," from London, in con-  
nection with the above Steamer, are hereby  
informed that their Goods are being  
landed and stored at their risk at the  
Company's Godowns, whence delivery may  
be obtained from Friday, the 10th Instant,  
at 10 o'clock a.m.

Optional Cargo will be forwarded on  
unless intimation is received from the Con-  
signees, before 4 p.m. To-day, request-  
ing it to be landed here.

Bills of Lading will be countersigned by  
the Undersigned.

Goods remaining undelivered after Thurs-  
day, the 16th March, at Noon, will be  
subject to rent and landing charges.

No Fire Insurance has been effected.  
G. DE CHAMPEAUX,  
Acting Agent.

Hongkong, March 9, 1876. mcl8

DUO DE MONTREBELLO CARTE

BLANCHE CHAMPAGNE.

Quarts, \$15 per case (1 dozen).

Pints, \$10 " (2 " )

5 per cent. discount on 25 cases.

Bourbon WHISKY.

\$12 per case (1 dozen.)

For Sale by

HEARD & Co.

Hongkong, June 22, 1876. m

To-day's Advertisements.

FOR AMOY.

The Steamship

"ESMERALDA,"

Captain THEBAUD, will be

despatched as above TO-

MORROW, the 11th Instant, at 2 p.m.

For Freight or Passage, apply to

A. MAUG, HEATON,

Hongkong, March 10, 1876. mcl1

FOR SHANGHAI.

The Steamship

"AMOY"

G. H. DAWSON, Master, will be

despatched for the above Port

TO-MORROW, the 11th Instant, at 4 p.m.

For Freight or Passage, apply to

SIEMSEN & Co.,

Hongkong, March 10, 1876. mcl1

## To-day's Advertisements.

## NOTICE.

ANY CLAIMS against the British  
Ship "SIR HARRY PARKES"  
must be sent in to the Undersigned before  
Noon of MONDAY, the 13th Instant, or  
they will not be recognized.

MELOBERS & Co.,  
Agents.

Hongkong, March 10, 1876. mcl2

FROM LONDON, PENANG AND  
SINGAPORE.

THE S. S. QUANGEE having arrived, Con-  
signees of Cargo by her are hereby  
informed that their Goods are being landed  
at their risk by the Undersigned, into their  
Godowns, whence and from the Wharf or  
Boats delivery may be obtained.

Optional Cargo will be forwarded to  
Shanghai unless notice to the contrary is  
given before 2 p.m. To-day.

All ammunition is being put into boats  
and will be landed at the Government  
Depot at Consignees' risk and expense,  
unless taken immediate delivery of.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by  
JARDINE, MATHESON & Co.,  
Agents S. S. Quangee.

Hongkong, March 10, 1876.

## FOR SALE.

200 Cases CLARET from BORDEAUX.  
Apply to  
LANDSTEIN & Co.,  
Hongkong, March 10, 1876.

## PUBLIC AUCTION.

THE Undersigned has received instruc-  
tions to sell by Public Auction, on

## MONDAY,

the 20th day of March, 1876, at Noon,  
at the Cosmopolitan Docks, Kowloon,—  
Four Worthington Pumps.

Boiler.

Donkey Pump.

Exhaust Pipes.

Suction do.

TERMS OF SALE.—Cash before delivery  
in Mexican Dollars weighed at 7.1.7.

All Lots, with all faults and errors of  
description at purchaser's risk on the fall  
of the hammer.

A Steam Launch will leave Peddar's  
Wharf for the Docks at Half-past Eleven  
o'clock.

J. M. ARMSTRONG,

Auctioneer.

Hongkong, March 10, 1876. mcl20

## Nearly Ready.

## THE CHINA REVIEW,

VOL. IV., No. 4.

Annual Subscription, postage included,  
\$6.50.

## CONTENTS.

Essays on the Chinese Language.  
The Folk-lore of China.  
Paozoo: The Cleopatra of China.  
An Introduction to a Retrospect of Forty  
Years of Foreign Intercourse with  
China.

One Page from Choo Foo-tze.  
The Expedition of the Mongols Against  
Java in 1293, A.D.  
The Wry-Necked Tree.  
Phallic Worship.

Short Notices of New Books and Literary  
Intelligence.

Notes and Queries on Eastern Matters—  
Chinese Anti-Opium Associations.  
Publications of the Hongkong Corre-  
sponding Committee of the Reli-  
gious Tract Soc.

Hongkong School-book Committee.  
Chinese Wills.  
Chinese Breach-Loading Guns.  
History of the Maritime Provinces.  
Books Wanted, Exchanges, &c.

China Mail Office.  
Hongkong, March 10, 1876.

## SHIPPING.

## ARRIVALS.

Mar. 10, Amoy, from Canton.

Mar. 10, Komoroda, British steamer, 395,  
E. Thebaud, Master, Mar. 7, General.

A. MAUG, HEATON.

Mar. 10, Quangee, Brit. steamer, 1734, G.  
H. Jones, London Jan. 9, Singapore Mar. 8,  
General.—JARDINE, MATHESON & Co.

Mar. 10, Great Republic, Amer. steamer,  
8881, W. B. Cobb, San Francisco Feb. 1,  
Yokohama Mar. 3, Mails and General.—  
P. M. S. Co.

Mar. 10, Rookwood, British barque, 636,  
Wm. Jewell, Cardiff Oct. 18, Coal.

MESSAGERIES MARITIMES.

Mar. 10, Chataubriand, French barque,  
394, F. Hume, Labuan Feb. 16, General.

—CARLOWITZ & Co.

## DEPARTURES.

Mar. 10, Griff, for San Francisco.

10, Caribbrooke, for Amoy.

10, Patrol, for Shanghai.

10, Stentor, for London.

10, Altona, for Saigon.

## CLEARED.

Ginco, for Saigon.

August, for Bangkok.

Rajah, for Swatow.

August Friedich, for Macao.

Norden, for Saigon.

## PASSENGERS.

ARRIVED.—Per Esmeralda, from Manila,  
Messrs N. C. Stevens, J. B. McCulloch,  
and A. Lantieri, 1 European deck and 124  
Chinese.

Per Great Republic, Miss L. V. Banks,  
and 70 Chinese.

Per Quangee, 89 Chinese.

## SHIPPING REPORTS.

The British steamer Esmeralda reports:  
had fine weather, and moderate monsoon  
blow.

The Amer. str. Great Republic reports:  
in lat. 88.54 N. long. 142 E. spoke British  
barque Truth, Capt. Evans, from Samarang  
for San Francisco with cargo of Sugar,  
main and mizen masts gone, making for  
Yokohama.

## SHIPPING REPORTS.

The French bark Chataubriand reports:  
light winds and fine weather until the last  
three days, when experienced thick fogs.

The British barque Rookwood reports:  
had a strong gale and heavy sea on the 8th  
and 9th Instant, with thick fogs.

## POST OFFICE NOTIFICATIONS.

MAILS WILL CLOSE.—  
For YOKOHAMA.  
Per French Mail Packet MENZALEH,  
at 7.30 a.m. on Saturday, 11th Inst.

For SHANGHAI.  
Per French Mail Packet HOOGLY,  
at 9 a.m. on Saturday, the 11th Inst.  
Late Letters from 9.10 to 9.30 a.m.

Per GLENAR, at 11.30 a.m. on  
Saturday, the 11th Instant.

Per AMOY, at 3.30 p.m. To-morrow,  
the 11th Inst.

For SINGAPORE AND PENANG.—  
Per BENLEDI, at 2.30 p.m. on Satur-  
day, the 11th Inst.

For AMOY.—  
Per ESMERALDA, at 1.30 p.m. To-  
morrow, the 11th Inst.

For SAIGON.—  
Per ASIA, at 3.30 p.m. To-morrow, the  
11th Inst.

For SWATOW, AMOY & FOCHOW.—  
Per YESSO, at 5 p.m. on Saturday,  
the 11th Inst.

For SINGAPORE, SOMERSET, COOK-  
TOWN, OLELAND BAY, BOW-  
EN, ROCKHAMPTON, KEPPEL  
BAY, BRISBANE, SYDNEY, TAS-  
MANIA AND MELBOURNE.—  
Per BRISBANE, at 11.30 a.m. on  
Tuesday, the 14th Instant, instead  
of as previously notified.

For SAN FRANCISCO.—  
Per CROUS, at 11.30 a.m. on Wednes-  
day, the 16th Inst.

For SINGAPORE, PENANG & O-  
LUTTA.—  
Per Indian Mail Packet PENGUIN, at  
2.30 p.m. on Saturday, the 18th Inst.

Per Indian Mail Packet ARRAOON  
APCAL, at 2.30 p.m. on Saturday,  
the 18th Inst.

MAILS BY THE UNITED STATES PACKET.  
The United States Mail Packet GREAT  
REPUBLIC, will be despatched on  
WEDNESDAY, the 15th Instant, at  
8 p.m. by the Mails.

For Yokohama, San Francisco, the United  
States and the United Kingdom.

The Post Office will be open for the recep-  
tion of Ordinary Letters, Books, News-  
papers, &c., until 8.30 p.m.

Letters can be posted on board the Packet  
from 2.30 p.m. to 2.50 p.m. on payment  
of a Late Fee of 12 cents in addition to  
the Postage.

The prepayment of the Postage to all the  
above places by this route is compul-  
sory. Correspondence insufficiently  
prepaid will be forwarded by the Eng-  
lish Packets.

Correspondence addressed to Yokohama,  
and the United States, must be super-  
scribed per Great Republic, and that  
addressed to the United Kingdom,  
must be superscribed "via San  
Francisco."

ALFRED LISTER,  
Postmaster General.

General Post Office,  
Hongkong, March 8, 1876. mcl5

MAILS BY THE ENGLISH PACKET.—  
The English Contract Packet LOMBARDY,  
will be despatched with the Mails for  
Europe, &c., on THURSDAY, the  
16th Instant.

The following will be the hours of closing  
the Mails, &c.:—

Wednesday, 15th Instant.

5 p.m., Money Order Office closes.

6 p.m., Post Office closes except the Night  
Box, which remains open all night.

Thursday, 16th Instant.

7 a.m., Post Office opens for sale  
of Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m., Post Office closes except for Late  
Letters. Registry of Letters ceases.

10.15 a.m., Letters may be posted on  
payment of a Late Fee of 18 cents  
extra Postage until

11 a.m., when the Post Office Closes  
entirely.

11.30 a.m., Letters (but Letters only)  
addressed to the United Kingdom via  
Brindisi or to Singapore may be posted  
on board the Packet on payment of a  
Late Fee of 48 cents extra postage.

11.50 a.m., Posting on Board ceases.

ALFRED LISTER,  
Postmaster General.

General Post Office,  
Hongkong, March 8, 1876. mcl6

MAILS BY THE FRENCH PACKET.—  
The French Contract Packet TIGRE,  
will be despatched on THURSDAY,  
the 23rd Instant, with Mails to and  
through the United Kingdom via  
Marseilles; to Europe, Saigon, Singa-  
pore, Gallé, Australia, New Zea-  
land, Aden, Suez, and Alexandria.

The following will be the hours of closing  
the Mails, &c.:—

Wednesday, 22nd Inst.

5 p.m., Money Order Office closes. Post  
Office closes except the Night Box,  
which remains open all night.

Thursday, 23rd Inst.

7 a.m., Post Office opens for sale of  
Stamps, Registry of Letters, and  
Posting of all correspondence.

10 a.m., Registry of Letters ceases.

11 a.m., Post Office closes except for Late  
Letters.

11.10 a.m., Letters (but Letters only)  
addressed to the United Kingdom or  
to Singapore may be posted on  
payment of a Late Fee of 18 cents  
extra postage, until

11.30 a.m., when the Post Office Closes  
entirely.

ALFRED LISTER,  
Postmaster General.

General Post Office,  
Hongkong, March 9, 1876. mcl28

## General Memoranda.

SUNDAY, March 12.—  
Daylight.—Yesso leaves for Swatow,  
Amoy and Fochow.  
Goods per Hankow undelivered after this  
date subject to rent.

MONDAY, March 13.—  
Noon.—Claims against the Sir Harry  
Parkes must be sent in to the Agents.

TUESDAY, March 14.—  
Noon.—British leaves for Cooktown  
and Sydney.

WEDNESDAY, March 15.—  
Noon.—Focus leaves for San Francisco  
(direct).

3 p.m.—American Mail leaves for Yokohama and San Francisco.

Goods per Glenar undelivered after this  
date subject to rent.

THURSDAY, March 16.—  
Noon.—English Mail leaves for Ports  
of Call and Europe.

Goods per Patrol undelivered after this  
date subject to rent.

Goods per Hoogly undelivered after Noon,  
subject to rent and landing charges.

FRIDAY, March 17.—  
Noon.—General Weekly Sale by Messrs  
Lane, Crawford & Co.

SATURDAY, March 18.—  
3 p.m.—Penguin leaves for Singapore,  
Penang and Calcutta.

3 p.m.—Arraton leaves for Singa-  
pore, Penang and Calcutta.

MONDAY, March 20.—  
Noon.—Sale of Pumps, Boiler, &c., at  
Cosmopolitan Docks.

TUESDAY, March 21.—  
Noon.—Sale of "Overbrook Court."

FRIDAY, March 24.—  
3 p.m.—Meeting of Shareholders of The  
Chinese Insurance Co., Limited.

SATURDAY, April 1.—  
3 p.m.—Occidental & Oriental S. S. Co.'s  
Steamer Belgic leaves for Yokohama  
and San Francisco.

Warrants against unclaimed Dividends,  
Bonus or interests on Victoria Fire  
Insurance Co., to be presented before  
this date.

SATURDAY, April 22.—  
Claims against the Estate of Captain  
Lawrence Young, deceased, must be  
sent in on or before this date.

FRIDAY, June 30.—  
Claims against the Estate of Diederich  
Heimholt, Querino Antonio Gutierrez,  
Martin Carroll, Dora Howard, and  
Henry Roberts, deceased, must be  
proved on or before this date.

MONDAY, July 31.—  
Claims against the Estates of Gustav  
Tobler, Edward Parker, Edward  
Richard Handley, Kwong Tham, Lam  
Kok Cheong, Lee Ah Yon, Leung Sze  
Fan, Man Chan, and a Chinaman,  
name unknown, No. 11, deceased, must  
be proved on or before this date.

## MEMOS. FOR TO-MORROW.

## Shipping.

8 a.m.—Menzaleh leaves for Yokohama.

10 a.m.—Hoogly leaves for Shanghai.</



## SUPPLEMENT

TO THE

## CHINA MAIL.

HONGKONG, FRIDAY, 10th MARCH, 1876.

## Merchant Vessels in Hongkong Harbour.

Exclusive of Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eight Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A, near the Kowloon shore K, and those in the body of the Harbour or mid-way between each shore are marked C, in conjunction with the figures denoting the sections:

- Section.
1. From Green Island to the Gas Works.
  2. From Gas Works to the Novelty Iron Works.
  3. From Novelty Iron Works to the Harbour Master's Office.
  4. From Harbour Master's Office to the P. and O. Co.'s Office.

- Section.
5. From P. and O. Co.'s Office to Peddar's Wharf.
  6. From Peddar's Wharf to the Naval Yard.
  7. From Naval Yard to the Pier.
  8. From Pier to East Point.

Vessel's Name.	Anchor- age.	Captain.	Flag and Reg.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
<b>Steamers</b>								
Altona	5 c	Muller	Ger. str.	1179	Mar. 3	Wm. Pustau & Co.	Saigon	
Amoy	5 c	Drowes	Brit. str.	814	Mar. 10	Siemssen & Co.	Shanghai	
Arratoon Apear	5 c	Mactaviah	Brit. str.	1392	Mar. 8	David Sassoon, Sons & Co.	S'apora and Calcutta	
Asia	4 k	Molsen	Dan. str.	889	Mar. 7	Wm. Pustau & Co.	S'apora and Penang	With Mails
Ben Lodi	2 c	Buchanan	Brit. str.	993	Mar. 28	Jardine, Matheson & Co.	Yokohama	
Bombay	4 k	Smith	Brit. str.	1327	Feb. 28	P. & O. S. N. Co.	Australia	
Brisbane	4 c	Balfour	Brit. str.	1709	Mar. 8	Gibb, Livingston & Co.		
Cariabrooke	6 c	Scott	Brit. str.	920	Mar. 23	Russell & Co.	San Francisco	
Cocos	5 c	Joy	Brit. str.	1369	Feb. 23	Jardine, Matheson & Co.	Amoy	On Slip
Esmeralda	6 h	Thebaud	Brit. str.	395	Mar. 10	A. McG. Heaton		
Fyen	1 h	Torma	Dan. str.	909	Feb. 27	Wm. Pustau & Co.	Shanghai	
Glencarn	5 c	Auld	Brit. str.	1376	Mar. 8	Jardine, Matheson & Co.	Y'ama & S. Fisco	With Mails
Great Republic	3 h	Cobb	Amer. str.	3881	Mar. 10	P. M. S. S. Co.	Shanghai	With Mails
Hoogly	5 c	Mortamard	Feb. str.	1803	Mar. 9	Messageries Maritimes	Yokohama	
Menzaleh	5 c	Pasqualini	Feb. str.	1008	Mar. 8	Messageries Maritimes		
Montgomeryshire	4 c	Sturrock	Brit. str.	1146	Mar. 8	H. Kier		
Norden	5 c	Jensen	Dan. str.	778	Mar. 24	Jardine, Matheson & Co.		Put back
Norna	2 h	Walker	Brit. str.	606	Feb. 18	Kwok Acheong		Laid up
Pawtuxet	4 k	.....	Amer. str.	280	June 18	Ang. Heard & Co.	Saigon	
Pardo	4 c	Power	Brit. str.	763	Mar. 8	Landstein & Co.	S'apora and Calcutta	
Penguin	5 h	Cowell	Brit. str.	1172	Mar. 10	Jardine, Matheson & Co.	Shanghai	
Quangse	5 c	Jones	Brit. str.	1784	Mar. 10	Jardine, Matheson & Co.	Swatow	
Rajah	3 c	Hansen	Brit. str.	359	Mar. 8	Hop Hing		
Thioyalla	5 k	Mourier	Dan. str.	1877	Mar. 8	Jardine, Matheson & Co.	S'apora and Calcutta	
Venice	3 h	Watson	Brit. str.	1271	Mar. 9	Landstein & Co.		
Washi	4 c	Hunter	Brit. str.	265	Mar. 9	Douglas Lapraik & Co.	Coast Ports	Lpk's Wharf
Yaso	5 h	Punchard	Brit. str.	559	Mar. 9	Kwok Acheong		Repairing
Yotung	2 h	.....	Brit. str.	324	June 9			
<b>Sailing Vessels</b>								
Albatross	4 c	Koppelman	Ger. bk.	377	Feb. 16	Melchers & Co.		
Annie Gray	5 c	Moore	Brit. bk.	727	Mar. 9	Rozario & Co.	Tientsin	
August	3 k	Rijs	Ger. bk.	274	Mar. 3	Eduard Schellhass & Co.	Macao	
August Friedrich	2 k	Nielsen	Ger. bk.	420	Feb. 10	Siemssen & Co.	Rangoon	
Bawal	2 h	Beaujeaz	Feb. bk.	678	Jan. 25	Landstein & Co.	Haiphong	
Brama	3 c	Timpe	Ger. bk.	380	Feb. 26	Wieler & Co.		
Bua Oao	2 h	Lange	Siam. bk.	340	Mar. 7	Chinese	Manila	
Carricks	7 h	Carr	Brit. bk.	916	Feb. 14	Melchers & Co.	Portland	
Centaur	3 c	Offensen	Ger. bk.	468	Jan. 12	Russell & Co.	Tientsin	
Charité	.....	Hervé	Feb. bk.	255	Feb. 21	Carlowitz & Co.		
Charter Oak	4 c	Smith	Amer. sh.	963	Nov. 11	Jardine, Matheson & Co.		Repairing
Christina A. P.	8 h	Federico	Amer. sch.	175	Jan. 8	Order		
Colombo	2 c	Honer	Brit. bk.	364	Feb. 8	Capt. Sands		
Dora	4 k	Ytuarte	Span. bg.	320	Mar. 9	H. Kier		
Edmond Gressier	4 c	Fauquet	Feb. bk.	300	Mar. 4	Landstein & Co.		
Emma	4 c	Grau	Ger. bk.	340	Feb. 22	Wm. Pustau & Co.		
Esmeralda	4 c	Ransen	Ger. bk.	788	Feb. 23	Melchers & Co.		
Fanny	8 c	Rousal	Feb. sh.	1138	Mar. 8	Landstein & Co.	Tientsin	
Feiga	4 k	Holler	Dan. bk.	316	Jan. 20	Eduard Schellhass & Co.		
Ferdinand	4 c	Schweer	Ger. bk.	416	Feb. 22	Melchers & Co.		
Formosa	4 c	Schweer	Ger. bk.	282	Mar. 4	Melchers & Co.		
Forward	3 c	Strachan	Brit. bk.	748	Mar. 8	Rozario & Co.	Saigon	
Franz	7 c	Hildebrandt	Brit. sch.	143	Dec. 18	Frazar & Co.	Portland	
Capibaldi	4 h	Noyes	Amer. bk.	670	Dec. 17	Rozario & Co.	San Francisco	
Gryfe	4 c	Roberts	Brit. sh.	1086	Dec. 28	Vogel, Hagedorn & Co.		
Hermann	7 c	Sambach	Ger. sh.	848	Feb. 26	Melchers & Co.		
Humboldt	4 c	Stolt	Ger. bk.	330	Feb. 17	Eduard Schellhass & Co.	Whampoa	
Ino	4 c	Bannan	Ger. bk.	353	Feb. 8	Siemssen & Co.		
Isles of the South	4 k	Le Couteur	Brit. sh.	821	Feb. 14	P. M. S. S. Co.	Batavia	
James Wilson	4 c	Prideaux	Brit. bk.	326	Feb. 19	Carlowitz & Co.	Macao	
James Vinicombe	7 h	McPherson	Brit. sh.	638	Feb. 4	Ebell & Co.	San Francisco	
Lathley Rich	3 c	Lewis	Amer. sh.	1327	Feb. 21	Vogel, Hagedorn & Co.		
Lord Macduff	7 c	McDonald	Brit. bk.	527	Jan. 29	Borneo Company		
Marion	4 c	Howes	Amer. sch.	366	Mar. 8	Olyphant & Co.	Hamburg	
Nicoline	4 c	Ahlmann	Ger. bk.	320	Feb. 14	Arnhold, Karberg & Co.		
Northampton	7 c	Barclay	Brit. sh.	1161	Mar. 4	Adamson, Bell & Co.		
Portland	3 k	Consterdine	Brit. bk.	400	Mar. 3	Arnhold, Karberg & Co.	Portland (Oregon)	
Samuel G. Reed	3 c	White	Amer. sh.	650	Dec. 18	Vogel, Hagedorn & Co.	London	
Samuel Nicholson	8 h	Sekirk	Brit. sh.	933	Jan. 2	Vogel, Hagedorn & Co.	Takao	
Sir Harry Parkes	4 c	Chapman	Brit. sh.	815	Feb. 21	Melchers & Co.	Melbourne & Sydney	
Spirit of the Age	2 c	Johnson	Brit. bk.	347	Jan. 25	Rozario & Co.	San Francisco	
Sumatra	4 c	Mullin	Amer. sh.	1073	May 16	Frazar & Co.	San Francisco	
Sydenham	4 c	Bristow	Brit. sh.	1062	Feb. 26	Vogel, Hagedorn & Co.		
Taunton	7 c	Clark	Brit. sh.	688	Feb. 14	Siemssen & Co.		
Thoon Kramom	3 c	Vorrath	Siam. bk.	475	Mar. 3	Siemssen & Co.		
Union	4 c	Merisochewarria	Span. bg.	152	Mar. 4	Remedios & Co.	Tientsin	
Victor	7 c	Sorenson	Norw. bg.	247	Jan. 22	Eduard Schellhass & Co.		
Victory	7 c	Whiting	Brit. bg.	255	Feb. 20	Landstein & Co.		
Wodan	2 c	Meyer	Ger. bk.	439	Mar. 8	Wm. Pustau & Co.		
<b>WHAMPOA</b>								
Haze	.....	Wilkinson	Amer. sh.	664	Mar. 2	Vogel, Hagedorn & Co.	New York	
Nautilus	.....	Blockey	Brit. bk.	232	Mar. 4	Eduard Schellhass & Co.	Tientsin	
Vesta	.....	Dicks	Ger. bk.	302	Mar. 3	Melchers & Co.	Tientsin	
Wega	.....	Mahl	Ger. bk.	395	Jan. 29	Siemssen & Co.	Hamburg	

## Men-of-war in Hongkong Harbour.

Vessel's Name.	Anchor- age.	Flag.	Class.	Tons.	Guns.	H. P.	Date of Arrival.	Commander.
Audacious	dock	British	iron-clad (flag-ship)	6750	14	800	Feb. 27	Colomb
Bayan	6 c	Russian	corvette	2000	...	...	Mar. 6	Boyle
Egeria	7 h	British	steam sloop	727	4	120	Feb. 23	W. F. Castle
Flamer	6 h	British	aux. naval hospital	462	4	100	.....	D. M. Insp. Gen. Morgan
Frolic	6 c	British	gun vessel	620	...	...	Feb. 29	O. E. Buckle
Lily	6 c	Chinese	gunboat	.....	...	...	.....	B. E. Cochrane
Ling Feng	6 k	Chinese	gunboat	.....	...	...	.....	Cocker
Meeanee	6 h	British	military hospital	2591	...	...	.....	Capt. Becker
Mosquito	6 c	British	gunboat	295	4	60	.....	E. H. Faul
Thistle	6 c	British	gun vessel	464	...	...	Feb. 27	Francis Stirling
Victor Emanuel	7 h	British	Commodore's flag ship	3087	2	250	.....	Commodore Pariah
Vigilant	7 h	British	despatch vessel	650	2	250	Feb. 16	H. C. D. Ryder
Vsadnick	6 c	Russian	corvette	1069	...	...	.....	Novosilsky

## FOOCHOW SHIPPING IN PORT.

Mar. 4, 1876.

Chun Sheng	British steamer
Lulu	for Shanghai
Pallas	German barque
Peter	for Newchwang
*Yesso	for Hongkong

## SHANGHAI SHIPPING IN HARBOUR.

Mar. 2, 1876.

MERCHANT STEAMERS.	
Aden	Chinese
Appin	British
Batrac	Russian
Elr. Queen	American
Fuyiama	American
Fuyew	Chinese
Honan	Chinese
Howsang	American
Hupeli	British
Lombardy	British
Lord of the Isles	Japanese
Nagoya Maru	Japanese
Ningpo	British

## MERCHANT SAILING VESSELS.

Paoting	American
*Peiho	French
Peking	British
Plymouth Rock	American
Shingling	American
*Sientor	British
Szechuen	American
Tunsin	British

Leucadia	for London
Lunan	British brig
Mantua	British barque
Mary Whitridge	for New York
Oscar Vidal	British barque
Otto	German brig
Parana	French brig
Rosalia McNeil	American barque
Rowena	British schooner
Titania	for New York
Tokatea	British ship
Vesta	American brig
Warden Appleby	British brig
Zohrab	German barque

## MEN-OF-WAR.

Ashuelot	American corvette
Kearsarge	American corvette
La Clochetrie	French corvette
Monocacy	American corvette
Palos	American gunboat
Tennessee	American corvette
Thalia	British corvette
Yantic	American gun vessel

\* Since left port, or arrived at Hongkong.



That His Excellency laments that such a mistake occurred with the boat of the most illustrious Sonhor Forbes, which boat was not known by the Soldiers.

That the most illustrious Sonhor Forbes may rest assured that the Soldiers will be duly warned in order that such an event may never happen again.

As a friend and one who respects the American Nation, with which Portugal for so many years has maintained the most friendly relations, His Excellency, the Governor of the Colony, recognises the obligations set forth and accepted by articles I. and IX. of the Treaty celebrated between the two Nations on the 26th of August 1840, and His Excellency will always be faithful and ready to carry them out.

Thanking cordially in the name of His Excellency, the Governor of the Colony the protests of consideration, which your Excellency manifests,

I have the honor to subscribe myself, With due respect and esteem,  
Your very respectful servant,  
(Signed) DIJOJO DE MACEDO,  
Secretary General of Macao and Timor.

A CORRESPONDENT of the *Alta California* writes as follows:—"By way of suggestion regarding the rapid increase of silver in our midst, and the more rapid decline in the value of silver coin, would it not be a good idea to have Congress authorize our different Mints to coin and issue during the present year a Centennial coin, same value as the Trade Dollar, but of a distinctive die and inscription, commemorative of the occasion. It could be used in trade, if necessary, but several millions of them would be stowed away in the pockets of our people as 'keepsakes'."

#### Manila.

Our files of Manila papers reach up to the 6th inst.

A *Te Deum* was celebrated on the 5th inst. at the Camp of Bagumbayan, preceded by High Mass, in thanksgiving for the success of Spanish arms in the capture of Socorro, the news being wired to Manila, where it was received with great enthusiasm.

During the operations of the expeditionary force the steamer *Leyla* will run regularly between Manila and the seat of war.

#### SUPREME COURT.

IN CRIMINAL SESSIONS.  
(Before Mr Justice SNOWDEN.)  
10th March, 1876.

REGINA V. THOMAS NEWTON.  
This was a special session held to try two shipping cases.

The prisoner who was second officer of the British barque *Carrioka*, was indicted on three counts, (1) charging him with shooting with intent to murder one Thomas Cox, the Chief officer; (2) shooting with intent to do grievous bodily harm; and (3) common assault.

Mr Handley, instructed by Mr Brereton, appeared to defend the prisoner.

The prisoner pleaded not guilty to the 1st and 2nd counts, but guilty to the 3rd count.

The Attorney General, the Hon. Mr Bramston, said, that with the consent of the Court, he was willing to accept the plea. The prisoner had pleaded guilty to the 3rd count, which he could not possibly get out of. But under the peculiar circumstances of the case, he was willing to withdraw the 1st and 2nd counts. The prisoner being mad with drink at the time, it was a difficult question of fact and law, to decide his intent when he fired the shots. Now that he had pleaded guilty to the 3rd count, the Attorney General thought this would meet the justice of the case.

His Lordship asked the extent of the injury to the prosecutor and was replied that there was no serious injury.

Mr Cox was then questioned by his Lordship, who observed that he had been struck three or four times. Was he struck violently, but he was only struck with the open hand or fist.

His Lordship asked if they were all very drunk.

The witness replied that he was not.

His Lordship then asked the Attorney General if he abandoned the 1st and 2nd counts.

The Hon. Mr Bramston replied that he would enter a *nolle prosequi* on those counts.

His Lordship then expressed a desire to put a few questions to Mr Cox, who was accordingly placed on the stand.

By Mr Handley.—The prisoner was intoxicated. The carpenter said "you are fit to go" meaning that he was full of drink. I tried to pacify him. I had no personal quarrel with him.

Capt. Robert Carr, master of the British barque *Carrioka*, was called to give the prisoner a character. He had known him for about five months; he was a good officer. He had been in the same service in another ship for about twelve months. He knew nothing against him.

By the Court.—He was not given to drinking. He was a well-behaved man generally. The prisoner had not been ashore to his knowledge on the occasion in question.

Mr Handley then addressed the Court on behalf of the prisoner. He said he had only to add that the prisoner regretted extremely what he had done, that this arose from drunkenness, that he was a well-behaved man always, that he had no quarrel with the prosecutor, and that he had been on a long voyage during which no liquor was to be had on board.

His Lordship then addressed the prisoner. He said that he had pleaded guilty to a serious offence, and but for the leniency shown by the Attorney General, the prisoner might have been in a still more serious position. If he had been tried on the two counts to which he had pleaded not guilty, his Lordship would not venture to say what would have been the consequence. If in the course of one of his drunken fits in which he lost all control of his reason, he should kill a man, his life would be forfeited. He was glad to find that he was a well-behaved man and hoped that he would be a warning to others who were given to drinking habits. The charge he pleaded guilty to was a serious one, and his Lordship thought the justice of the case would be met by a sentence of no less than eight months' hard labour.

#### FELONIOUS INTENT.

Lum Ahoo, a fireman on board the steamer *Eyen*, Capt. Torm, was arraigned on two counts, one for larceny and another for obtaining money under false pretences. The prisoner it may be remembered was brought up the other day before the Magistrate charged with having retained \$26 which had been paid him in excess by mistake. The prisoner and three others were engaged as firemen on board the *Eyen*. In consequence of a report from the chief officer, Capt. Torm resolved to discharge them. He paid one off on the 1st inst., but on the 4th he called in the prisoner and the remaining two men in order to settle with them what was due to them. The prisoner, having a slight knowledge of English, was the medium of communication. He constantly repeated before the Captain "we four pieces men." This had the effect of impressing on the mind of the Captain that he had four men to pay instead of three, having paid one man off on the 1st inst. He accordingly paid the prisoner four times \$26, being the amount due to each fireman, less 40 cts. each which the Captain said he would pay some other day. On looking over the accounts the Captain discovered that he had paid the prisoner \$26 too much, and taxed him with it. This he positively denied and was consequently placed on his trial.

Mr Handley, instructed by Messrs. Stephens and Holmes, appeared for the defence.

Mr Handley said he was only instructed a short time ago, and applied for a postponement.

The Attorney General withdrew the count of larceny, as he had no evidence to sustain it, but would rest the case on the second count, that of obtaining by false pretences.

The prisoner pleaded not guilty, and the following jury was empanelled: Messrs. W. M. Kay, N. R. Stila, A. G. de Rosa, J. M. V. de Figueiredo, F. A. dos Remedios, F. Hookmeyer, and E. Vogel.

His Lordship granted the application of Mr Handley, and a *judgment* was given till 2 p.m.

When the case came on, Captain Torm and his Chief officer were called to prove the excessive payment.

Mr Handley, on behalf of the prisoner, denied that he had received any money in excess, and called the other two firemen to substantiate his statement. The learned Counsel contended that even if he had received the money, it would not amount to obtaining money by false pretences. It was obtained through the negligence of the Captain. Mr Handley quoted Russell on Crimes to support his argument. In the end the case was put to the jury, who returned a verdict of not guilty by a majority of four against three.

The prisoner was then discharged.

#### China.

FORMOSA.  
We hear that the plant and machinery in connection with the newly-opened collieries in Formosa are expected to arrive very shortly, and that the arrangements are in every respect most complete. The mines are about thirty li from the harbour of Keelung and the railway will run from the pit-mouth to the steamer. The coal will thus be shipped at the cost only of a dollar a ton, and with freight and all other charges, will be able to be laid down in Shanghai at three dollars. It is evident from this that Takasima coal, which cost so much more, will eventually be hustled out of consumption; it is true, of course, that its quality is somewhat superior to that of the Formosan coal, but the probability is that as the latter is more extensively worked it will improve. At any rate, it cannot fail to offer very formidable competition to the Japanese mineral, and we do not see why the Chinese should go elsewhere for their coal when they have such inexhaustible supplies under their own soil. In the North, in the neighbourhood of Hangchow, and around Kiukiang as is well known, there are coal-mines in abundance, only waiting to be worked; and as the commencement which has already been made in some of these places is so promising, it is only reasonable to suppose that the authorities will recognise the advisability of encouraging native enterprise and drawing upon their own resources.—*Shanghai Courier*.

CHINESE.  
Messrs. Spencer and Wolff write on the 23rd February:—"During the period which has elapsed since our last advice, some activity has been shown in our market for Grey Goods, prices gradually hardening as intelligence has been received of the improved rates ruling at Shanghai; stocks are not heavy, and the market closes firm at the quotations given below. *Grey Shirts*: Amongst the settlements reported are, 84-lbs. Green Lions at Tls. 1.78 per piece; Red Pheasants Tls. 1.70 a 1.78 per piece; Gold Globe, Tls. 1.68 per piece; Sin Kee Stag, Tls. 1.65 per piece; 7-lbs. best makes Tls. 1.45 per piece; medium to good, Tls. 1.35 a 1.45 per piece. *T-Cloths*: Good medium qualities have proved most attractive to the dealers, who have taken 7-lbs. 3 Man (blue) at Tls. 1.85 per piece; Silver Dragon at Tls. 1.83 a 1.84 per piece; Double cash, Tls. 1.82 per piece; 5-lbs. command some attention, 8 Man (blue) have been sold at Tls. 1.24 per piece. *English Drills* have been dealt in, but to a very limited extent. *Sandwood* Fine wood is much sought after, there being little on offer. Common rather quiet. We quote best quality, Tls. 8.60 per picul, other kinds Tls. 8.36 a 3.50 per picul. *Malacca Opium*: A steady enquiry exists at Tls. 480 a 441 per picul, for good to best; and Tls. 496 a 488 per picul, for medium New. There is some demand for Old, at Tls. 448 a 450 per picul.—*N. O. D. News*.

TIETSIEN.  
Dr. Elmore, the Peruvian Minister, expects to leave for Shanghai about the 1st March. For several days before the 14th February the Peiho was clear of ice. A telegraphic line to the outer world would have been a great convenience during the past winter in the interests of trade, and especially in the interests of the Chinese.

Mr. Hill has stopped work on the Canal with his dredger; why, I do not know. The return of the Viceroy Li Hung-chang is expected very shortly. Mr. James Henderson is understood to be on his way Northwards, after his mission to England for the purchase of coal-mining machinery.

Many pools have been made on the result of the steam race from Shanghai, and hats and suits of spring clothes will soon be in brisk demand. The excitement attending the arrival of the fleet on the Taku bar is almost greater than that occasioned by the ordinary race-meeting; Mr. Sheppard, the

United States Consul, I am sorry to say, has been suffering from a nervous complaint which in the opinion of his medical advisers will necessitate a trip homeward. Dr. Sutor has been here all the winter, in the interest of a number of gentlemen who are desirous of seeing the coal-formations of China developed.

No serious disturbances have occurred during the winter, and while we should prefer to have had the *Monocacy* with us for political as well as social reasons, her absence has not been a source of any uneasiness whatever. We hope however that Admiral Reynolds will send a man-of-war to look in upon us. This will in measure atone for our disappointment at having her ordered South last fall. I hear that Dr. S. Wells Williams is to leave the United States this month for China. Meantime we are looking forward to the pleasure of seeing Mr. Seward on his way to Peking by an early steamer when navigation opens.—*Shanghai Courier*.

#### NEWCHANG.

There is not much to write about, as you may imagine, during China New Year and its 15 holidays. Trade with the natives has been pretty healthy, and we hear of only one hog having "burst" and this only, some say to enable all claims being collected.—Produce keeps very high, and yet quotations from the South are not such as to make one very eager to purchase. In Opium there has scarcely been anything done, and those who sold in time for the last steamer were better off than if they had waited for higher prices in winter.

July 800 chests this year! One of the great drug houses has already closed its Agency, and within the last few days the property has been bought by the Roman Catholic Bishop. We never know what will eventually become of the House that Jack built. In this instance, however, it is thought a No. 1 chance, both for seller and for buyer—very cheap, but not much less than cost, somewhere about Tls. 4,000, as report says.—The weather is comparatively mild now, thermometer only showing 26 degrees of frost—still rather colder than your arctic weather! but an improvement on 15 degrees below zero.—3rd February.—*N. C. D. News*.

ARRIVAL OF THE AMERICAN MAIL.  
The P. M. steamer *Great Republic*, Capt. W. B. Cobb, with dates from San Francisco to Feb. 1st, arrived here this morning. We take the subjoined items from late files (for which we have to thank her Purser) and our usual exchanges:—

GENERAL.  
London, Jan. 28.—Private letters from naval officers on the China station report that though the Chinese difficulty has blown over, it is the general belief amongst European residents that the Chinese are bent on fighting sooner or later. The Admiral has sent a man-of-war to each treaty port to protect British interests in case of emergency.

London, Jan. 30.—Lady Constance Stanley, daughter of the Earl of Clarence, and wife of Hon. Frederick Arthur Smith Stanley, is dangerously ill.

Mr. Cave, the British Commissioner to the Khedive, is expected to return to England shortly. His report regarding Egyptian finances is eagerly awaited. Egyptian bonds have declined two and a half per cent. in the Stock Exchange. Business is generally dull, owing to the numerous failures reported here and elsewhere.

New York, Jan. 26.—The hearing of Theodore Johnson in the suit of the Pacific Mail Steamship Company against William S. King, has been continued to-day. The testimony given was unimportant, and when it was concluded the investigation, which is being held before Commissioner Wright, was adjourned to meet next week.

The public funeral given to the remains of Benjamin Parks Avery, late Minister to China on the 26th Feb., was a magnificent tribute of respect to a gentle and worthy citizen. Though the elements at first threatened to interfere with the grandeur of the display, there came rays of bright sunshine, as if in kindly recognition of the loving spirit that had passed away, and during the whole of the afternoon there was not another drop of rain till sundown. The companies and societies were present in unusually large numbers, thus evidencing the high regard in which the deceased was held. The sermon of the Rev. Dr. Stebbins, while rehearsing the progress of American diplomacy in regard to China, dwelt upon the many sterling qualities of mind and heart of the lamented deceased.

COMMERCIAL.  
RIGA, January 26th.—The liabilities of the two firms which failed yesterday are \$1,720,000 and \$1,627,200 respectively. These failures have caused the suspension of the local bank, with liabilities of \$144,000 and assets estimated at \$1,000,000. Further suspensions of small firms are believed inevitable, but no apprehension is felt for the stability of large houses.

San Francisco, Jan. 31.—The steamer *Great Republic*, which clears Feb. 1st for China and Japan, will carry 1500 or more flasks of Quinine, very none of which, according to our present knowledge, will be forwarded by Chinese merchants.

The State of Nevada, most of the mines of which are owned in this city, gives promise of a vast yield of silver and gold bullion, which, added to our own productions, will insure a result which may astonish the most sanguine. Our coin shipments to the East have been the smallest forwarded for some time, the amount being only \$153,302 against \$343,767 the previous week. Silver bars were more for sale at \$312,620, against \$48,052 the week before. The discount on silver appears to be gaining ground gradually, and already the percentage against it is growing an onerous tax to our traders, many trade dollars, which had grown into great favour, already commanding heavy discounts.

The question of what to do with our silver is exciting attention, and we look forward for the theory of Senator Jones' bill on the resumption of specie payment. If the Government holds off much longer the price of silver may force it without the aid of Congressional enactment. The Mints have for a long period been coining small silver, which is stored away for use when the time comes. The so-called day appears the better will it be for the people, and for the value of silver, which bids fair now to become a drug.

The Occidental and Oriental steamer, *El*, to arrived on the 31st Jan., from Hongkong, via Yokohama.

Sixty six car-loads of merchandise composed the shipment overland from the P. M. S. S. *City of Tokio*. This is said to be the largest freight ever brought from the Orient by steamer. She arrived in San Francisco on Jan. 24, 35 days from Hongkong and 20 from Yokohama.

Captain Wm. H. Beebe, who left his vessel, the *W. H. Beebe*, here some months since, is building a new ship of 1000 tons at Bath, Me., for the Pacific Trade.

The schooner *Fauna Hare*, Captain Lee, sailed on the 29th Jan. for Manila.—The *Theodore Koerner*, which has arrived, reports:—Sailed Nov. 2, 1875; had severe weather to Japan Islands, then encountered a typhoon, wind at ESE to WNW by S, lasting 36 hours; shortly after experienced another typhoon, wind ENE by N to WSW, during which lost all storm sails, stove bulwarks, lost boats, and was obliged to break in the heads of the water casks on deck and throw them overboard to prevent further damage to bulwarks, etc.; also carried away rudder head, and was obliged to go under a way sail, which greatly prolonged the passage; heavy weather continued to the 10th instant, thence to port light airs and calms.

New York, January 26th.—It was reported to-day that negotiations are on foot for the withdrawal of the Occidental and Oriental Steamship Company's line from San Francisco to China, in favor of the Pacific Mail, under an arrangement with that Company and the Pacific Railroad Company.

A telegram of the 26th, from New York, speaking of this, says that the officers of the P. M. S. Company have received no authentic information from New York, as yet, regarding the reported withdrawal. There is no apparent necessity for two lines, under the existing circumstances, as the Union Pacific Railroad Company have, since they established the Occidental and Oriental, come into possession of the Pacific Mail line.

New York, January 26th.—The contest between the Panama Railroad Company and the Pacific Mail Steamship Company is assuming huge proportions. The competition for business between the Atlantic and Pacific Coasts promises to be carried out on a scale more colossal than that which marked Commodore Vanderbilt's tussle with the Pacific Mail Company 20 years ago. On one side is found the Pacific Mail Company and the Pacific Railroad, represented by Jay Gould, and on the other the Panama road by Mr. T. W. Park and a powerful steamship company whose fleet of steamers is the largest in these waters. They will place an opposition line on the New York, Panama and San Francisco route, with a steamer every ten days, and with the requisite branch lines on the Central American coast, in active competition with the P. M. S. Co. On the part of the Pacific Mail Co. a vigorous effort will be made to complete the Costa Rica Railroad, which has been many years building, in order to be quite even with the Panama Railroad in the contest. The Pacific Mail proposes to get control of, and complete the Costa Rica road and send its passengers and freight over that line instead of the Isthmus route. To this end it is understood that a corps of engineers has been sent to Costa Rica to complete surveys to determine the exact position of the road and its plan, and push to completion the eastern division. The English stockholders, sick, disgusted and thoroughly worn out, are now ready to sell out the original contract to the American Company, which will complete the great work. Mr. Sidney Dillon, of the Union Pacific and Pacific Mail, is regarded as a prominent mover in this new scheme, and he is expected to take personal control of it.

Heavy shipments of trade dollars will be made by the China steamer on the 1st Feb., aggregating in the neighbourhood of \$120,000.

The barque *Zephyrus*, Williams, arrived Jan. 31st, 58 days from Hongkong, with merchandise, to Legener & Co. Off Formosa a strong gale from NE. moderate thence to Japan, which was passed 24 days out; moderate weather continued to 180; thence to 150 W. violent gales from all quarters, with high cross sea, which, coming over the stern, stove in after part of cabin, carried away wheel, and injured two men; stove in sky-lights and top-gallant bulwarks from aft; also filled the cabin with water, destroying the greater part of its contents, including compasses and the chronometer; also broke one of the pumps by pressure of the cargo and carried away several spars; thence to port remarkably fine weather.

THE P. & O. AND THE MITSU BISHI COMPANY.  
The great reduction of freight rates and passenger fares made by the Mitsui Bishi Company to meet the competition of the P. & O. Company, does not seem justified by sound policy, and would hardly, we think, have been resorted to if the Mitsui Bishi Company had been managed by a body of directors representing a body of shareholders, or by a foreign superintendent conversant with steamboat management on a large scale. It at once imposes an enormous loss upon the line, and although the public gains in some respects by a competition which lowers rates, it cannot be desirable that business on any scale should be conducted at a heavy loss. Nor must the Managers of the Mitsui Bishi line imagine that their rivals will retire at once from the contest. The steamers are here, and cost a certain sum for maintenance even if unemployed. It is very hard, even with low rates, if they cannot earn enough to pay their expenses, minus the lying idle at the harbour. It is true that this line has done business for nothing but the Mitsui Bishi doing far worse on a far larger scale. It cannot be doubted that the management of the P. & O. is much closer than that of the native company, that its ships are more carefully and economically worked, and that the wear and tear in the one case, with machinery especially, will be far heavier than in the other. The general feeling before the announcement of the competition which begins practically to-day, was that the Mitsui Bishi rates were too high. Had a somewhat more moderate scale been laid down at first, the chances are that no opposition would have appeared, and the public, which generally judges fairly enough of such matters, would have been quite satisfied with that scale. But the high rates have brought a rival into the field, and the policy adopted to drive him off will entail heavy losses. It is all very well to imagine that because the government is at the back of the Mitsui Bishi, it must hold out longer than the opposition. But the position of the P. & O. Company seems to us this.

It has some unemployed steamers which can hardly do worse at work, even on low rates, than lying idle. It cannot sell the steamers elsewhere and may ensure a sale here by the desire of its rival to buy off an irritating and ruinous competition, and thus it goes to work. The objection to buying off a rival at that it offers a premium to other competition, with a similar end in view, and it is sometimes better to trust to the chapter of accidents than to increase the stake in an already unprofitable investment. The business along the coast and between the ports of Japan and China will, of course, be increased by the low rates of freight. But the Treasury of this country is in a condition to stand constant heavy drafts upon it, the necessity for which might, we think, have been avoided by meeting the opposition of the P. & O. Company in a different manner. We should have preferred to see a moderate reduction of rates and some agreement arrived at in regard to their maintenance on both sides. Each line of policy has its advantages and disadvantages, but we are disposed to think that, on the whole, the latter course would have proved the more satisfactory.—*Japan Mail*, Feb. 25.

MR FORSTER ON THE SUEZ CANAL QUESTION.  
At the annual meeting of the Bradford Chamber of Commerce, on Jan. 24, Mr Forster, in moving the adoption of the report said, there was one matter before men's minds at present, and that was the fact that the Government had lately followed their example, and gone into a great commercial undertaking. It would be very unfit that he should give an opinion about that undertaking that day, because he was waiting, like everybody else, to know the reasons why Mr. Disraeli had made the Queen a partner in the firm of Lesseps and Co. (Laughter.) If he looked at the matter merely from a commercial point of view, he did not think many of them could differ in the opinion that the Government ought not, as a rule, to take shares in a commercial company, and, above all, with such a company as that in which the direction was in France, the business in Egypt, and the control, the sovereign power, was either with the Pacha of Egypt or the Sultan of Turkey. He thought that was a company in which they should all feel that, looking at the matter commercially, it was neither a dignified nor a wise step for the Government to take to make the nation, the taxpayers, partners. Looking at the question in the other point of view, not as taking shares in the company, but as a loan of four millions to the Khedive of Egypt for twenty years, considering the question merely as a commercial question, he did not know that he should take a very much more favourable view of it. As a general rule it was not advisable that the Government should lend their money to any foreign state, and he did not think that an Oriental potentate should be made an exception. (Applause.) He felt that they would not have to decide the question simply on the commercial grounds or the financial grounds, they would have to consider the political grounds, and they would have to remember what the business was, and who the ruler was, what the business of Lesseps and Company was, and who the Khedive of Egypt was. The Khedive of Egypt was the actual ruler—in some sort of subordinate relation to the Sultan of Turkey, but the actual ruler of that country through which they must either by railway or by water go to their Indian empire, and generally speaking to their colonies. The business of Lesseps and Company was the maintenance of the water way for their ships of commerce and war through Egypt to India. He did not deny that their obtaining any interest in such a business as that, and their entering into any transactions with such a ruler as that, must be judged upon a perfectly different ground than a simple commercial and financial undertaking. Therefore it appeared to him that the real question they would have to decide in the House of Commons next month would be chiefly and mainly this:—whether Lord Derby could or could not prove the assertion which he made at Edinburgh, that they wanted, and they had obtained, additional security for that which was to them a necessary and free and uninterrupted communication through Egypt to India. He understood, of course, that Lord Derby in making that statement meant to imply that the security was obtained by perfect legitimate means, without infringement on the rights of other countries, and that it was an uninterrupted passage in peace and war, and in war as much as in peace. Whether or not Lord Derby would be able to prove that or not, he could not tell, but it seemed to him that that was the main question which they had to decide. They ought not to disregard the price that they had to pay, or the commercial and financial risks that they might incur by paying that price; yet it might really depend upon that—whether it helped them or not to keep that communication which, while they kept their Indian empire and while they were connected with their colonies, was a real necessity to them. He was one of those who looked forward to permanent union with their colonies, and who believed that their duty to India compelled them, as much as did their interests, to do what they could to preserve their Indian empire. (Applause.)

Miscellaneous.  
The *Musical Standard* states that by his recent illness Mr Sims Reeves is the loser of nearly £1,000. Mr Vernon Rigby has also recently had a serious illness of some weeks, his losses on this account being over £700.

The well-known foreign artist, J. B. Zwecker, who has been living in England for twenty-five years, died on the 10th inst. The works describing the labours of Livingston, Du Chaillu, Speke and Grant, Van der Byl, Sir Samuel Baker, Winwood Reade, &c., owe a great deal of their popularity to his skilful pencil. To our chief illustrated papers like the *Illustrated London News* and the *Graphic* he was also a frequent contributor.

The *Queenslander* (Brisbane) has the following turf gossip:—"It seems that nearly all good racehorses out here get but little of the consideration they ought to have. Old Tarragon, after winning some good three-mile races in his prime, was pitted in his old age against such fresh young 'tigers' as Cossack and Bylong, and 'was much distressed at the finish' of his last three-mile sprint. And no wonder either, poor fellow. Tarragon, too, was trotted out against North Australian, in the Randwick Plate of 1867, when he ought to have been on the shelf. And so

on with Hamlet, Javelin, Dagworth, and others. They never get in time the well-earned leisure they deserve. We well remember, about a year before 'Dag' came to the front, wondering who was the confiding personage that took the double of 'Dagworth and Dagworth' when he was a three-year-old. This backer 'came' just a year too soon. A racehorse's only safeguard against inhuman and greedy owners, in Australia, running him beyond his powers, seems to be in having a 'shikary' set of legs, such as those which sent Fishhook, Leclercq, and other flyers to the turf before their hearts got broken by too much racing. The time in which nearly all the races were done on New Year's Day, at Flemington, is truly wonderful. Five furlongs, by Chirnside's Newminster, with 8st. 10lbs. in the saddle, and in sixty-four seconds, is superb; one mile and three-quarters, by the same party's Sultan, with 7st. 13lbs. in 3mins. 7secs., is nearly as good; and, after that, the Champion Race, in 5mins. 35secs., does not seem so difficult to 'hoist in,' but possibly the *Australasian* may be correct in surmising that the new measurement of the course is somewhat faulty.

How the magnificent stride of the original old Flying Dutchman, the stride that landed him a winner from the splendid Voltigeur in days of old, is telling a tale in the time made by his numerous descendants, who now perform on Randwick and Flemington. These are people connected with the turf for the last thirty years who still aver that they never saw a stride to cover the ground like the gallant Dutchman's did. Newminster, having a mixture of the Touchstone, Faugh-a-ballagh, Stockwell, and other notable strains of blood, is bound in the hands of such men as the Chirnside, to be a terror and a caution to the bookmakers. The fact of Voltaire's 'humping' his 8st. 13lbs. in 3mins. 7secs. over the mile and three-quarters, to within a couple of lengths of Sultan, in the Midsummer Handicap, goes to prove what a 'moral' he must have been all along for the Melbourne Cup, and yet but few of us in Queensland could see it; but you never can tell when these Stockwell horses will 'come'; they are generally sure to make their mark sooner or later.

Quotations.  
HONGKONG, March 10, 1876.

OPIMUM.—New Patna, cash, 620  
" Old Patna, cash, 628  
" New Benares, cash, 590  
" Old Benares, cash, 598  
" New Malwa, cash, 588  
" Old Malwa, cash, 590  
" Allowance Teels, 18 a 98  
" Old Malwa, cash, 590  
" Allowance Teels, 10 a 24

COMPOUND, ... 14 a 14  
QUICKSILVER, ... 91  
SALT-PETRE, ... 4 a 6 1/2

Exchange.  
Bank, 6 months' sight, ... 3/10  
Credit, 6 months' sight, ... 3/10  
On Calcutta, Bank demand, ... R 220  
" Bombay, demand, ... R 220  
" Shanghai, demand, ... 72 1/2  
" Shanghai, 30 days' sight, ... 73  
Bar Silver, 17, dwts. B., ... —  
Soyes, ... —  
Mexicans, ... —  
Gold Leaf, ... 28.00  
English Sovereigns, ... 5.15  
Australian Sovereigns, ... 5.17  
Discount, ... 7 a 9

Shares.  
Hongkong Bank, 3 per cent. prem.  
H.K. Fire Ins. Co., \$480  
China Fire Ins. Co., \$145  
Victoria Fire Ins. Co., \$70  
H.K. & W. Dock Co., 50 cts. ex div.  
China Traders Ins. Co., \$1875  
Union Ins. Society of Canton, \$600  
Chinese Insurance Co., \$218  
North China Ins. Co., Tls. 850  
O. & L. Marine Ins. Co., Tls. 57  
Yangtze Ins. Association, Tls. 625  
H.K. & M. S. Dock Co., 5 dms.  
Union S. Navigation Co., Tls. —  
Shanghai Steam N. Co., Tls. 74  
Hongkong Hotel Co., \$524 dms.  
Chinese Imperial Loan, \$103

Temperature.  
HONGKONG, March 10, 1876.  
(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)

Thermometer—9 A.M., ... 63 1/2  
Do. 4 P.M., ... 65 1/2  
Do. Maximum, ... 65 1/2  
Do. Minimum, over night, ... 56  
BAROMETER—9 A.M., ... 30.192  
Do. 4 P.M., ... 30.100

Shipping Intelligence.  
HOME SHIPPING.  
The following is taken from the latest London Papers:—

DEPARTURES.  
Jan. 6, Annie Braginton, from New York to Shanghai.  
Jan. 6, Othertops, from Cardiff to Hongkong.  
Jan. 6, Lyoko Till, from Cardiff to Hongkong.  
Jan. 10, Beho, from London to Hongkong.  
Jan. 10, Nearohus (str.), from Liverpool to Cardiff and Hongkong.  
Jan. 11, Titian, from Penarth to Hongkong.  
Jan. 13, Antipodes, from Cardiff to Hongkong.  
Jan. 17, Alex. McNeil, from Cardiff to Hongkong.  
Jan. 17, Onward, from Liverpool to Hongkong.  
Jan. 19, Sophie, from Cardiff to Hongkong.  
Jan. 20, Forward Ho, from London to Yokohama, &c.  
Jan. 23, Flinthire (str.), from London to Penang, &c.  
Jan. 24, Victoria (str.), from Liverpool to Manila.  
Jan. 26, Nestor (str.), from Liverpool to Shanghai.

LOADING FOR CHINA AND JAPAN PORTS.  
At London.—Steamers via Suez Canal.  
Orchis. Caudia.  
Galley of Lotno. Sumatra.  
Sailing Vessels.  
Undine. Kairo.  
Paul Marie. Sootia.  
Evelyn. At Liverpool.  
Agamemnon (str.) Oriskany (str.)



## Mails.

U. S. MAIL LINE.  
PACIFIC MAIL STEAMSHIP  
COMPANY.

THROUGH TO NEW YORK, VIA  
OVERLAND RAILWAYS, AND TOUCHING  
AT YOKOHAMA, AND SAN FRANCISCO.

THE S.S. "GREAT REPUBLIC" will  
leave Hongkong for San Francisco,  
via Yokohama, on WEDNESDAY, the 16th  
March, 1876, at 3 p.m., taking Passengers,  
and Freight, for Japan, the United States,  
and Europe.

Through Passenger Tickets and Bills  
of Lading are issued for transportation to  
Yokohama and other Japan Ports, to San  
Francisco, to ports in Mexico, Central and  
South America, and to New York and  
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Com-  
pany will leave Shanghai, via the Inland Sea  
Route, about same date, and make close  
connection at Yokohama.

At New York, Passengers have selection  
of various lines of Steamers to England,  
France and Germany.

Freight will be received on board until  
4 p.m. 14th Proximo. Parcel Packages  
will be received at the office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

For further information as to Passage  
and Freight, apply to the Agency of the  
Company, Praya West.

G. B. EMORY, Acting Agent.  
Hongkong, February 15, 1876. mol5



## STEAM FOR

Singapore, Penang, Point de Galle,  
Aden, Suez, Malta, Brindisi,  
Ancona, Venice, Mediter-  
ranean Ports, Southampton  
and London;

Bombay, Madras, Calcutta and  
Australia.

THE PENINSULAR AND ORIENTAL STEAM  
NAVIGATION COMPANY'S Steamship  
"COMBARDY," Captain E. M. GILSON, with  
Her Majesty's Mail, Passengers, Stores,  
and Cargo, will leave this for the above places,  
on THURSDAY, the 16th Instant, at  
Noon.

CARGO will be received on board until  
Noon; SPECIAL and PARCELS at the  
Office until 2 p.m. on the 16th Instant.

For particulars regarding Freight  
and Passage, apply at the P. & O. S. N. Co.'s  
Office, Hongkong.

CONTENTS AND VALUE OF PACKAGES  
ARE REQUIRED.

A written declaration of the Contents and  
Value of the Packages for the Overland Route  
is required by the Egyptian Government, and  
must be delivered by the Shippers to the Com-  
pany's Agents with the Bills of Lading, or  
with Parcels; and the Company do not hold  
themselves responsible for any detention or  
prejudice which may happen from inaccu-  
racy on such declaration.

Shippers are particularly requested to note  
the terms and conditions of the Company's  
Bills of Lading.

THE P. & O. S. N. Co. reserve the  
option of forwarding all Goods shipped  
by their Steamers for Europe through  
Egypt, either by Rail, or by Canal in their  
own Steamers, or in vessels employed for  
the purpose.

A. McIVER, Superintendent,  
P. & O. S. N. Co.'s Office,  
Hongkong, March 3, 1876. mol5

Occidental & Oriental Steam-  
Ship Company.

TAKING THROUGH CARGO AND  
PASSENGERS FOR THE UNITED  
STATES AND EUROPE,  
IN CONNECTION WITH THE  
CENTRAL

and  
UNION PACIFIC AND CONNECTING  
RAILROAD COMPANIES

AND  
ATLANTIC STEAMERS.

THE S. S. "BELGIO" will be de-  
parted for San Francisco, via Yokohama,  
on SATURDAY, the 1st April,  
at 3 p.m., taking Cargo and Passengers  
for Japan, the United States and Europe.

Connection is made at Yokohama, with  
Steamers from Shanghai.

Freight will be received on Board until  
4 p.m. of 31st Instant. Parcel Packages  
will be received at the Office until 5 p.m.  
same day; all Parcel Packages should be  
marked to address in full; value of same  
is required.

Return Passage Tickets available for 6  
months are issued at a reduction of 20 per  
cent. on regular rates.

For further information as to Freight  
of Passage, apply to the Agency of the  
Company, Praya West.

G. B. EMORY, Acting Agent.  
Hongkong, March 1, 1876. apl

## FOR SALE.

## FOR SALE.

## The "OCEANIC."

THIS Season's American HAMS and  
BACON in prime condition. Smoked  
SALMON.

Golden Gate Baker's EXTRA FLOUR  
in Barrels and Tins.

MACLEWEN, FRICKEL & Co.  
Hongkong, February 19, 1876.

## TAKASIMA COLLIERY.

JARDINE, MATHESON & Co.,  
Agents.

## FOR SALE.

FRESH Takasima COAL, in lots to  
suit purchasers. Large, Handpicked,  
Double-sifted at \$8 per Ton. Small,  
at \$6 per Ton.

Apply to  
T. G. GLOVER,  
No. 7, Queen's Road and at East Point,  
Hongkong, December 9, 1876.

## Insurances.

QUEEN FIRE INSURANCE  
COMPANY.

THE Underigned are prepared to grant  
Policies against Fire to the extent of  
\$45,000 on Buildings, or on Goods stored  
therein, at current local rates, subject to a  
Discount of 20% on the Premium.

EDWARD NORTON & Co.,  
Agents.  
Hongkong, January 1, 1874.

YANG-TSZE INSURANCE ASSOCIA-  
TION OF SHANGHAI.

CAPITAL AND SURPLUS, 800,000 TAELS

POLICIES granted on Marine Risks to  
all parts of the world at current rates.  
This Association will, until further  
notice, provide out of the earnings, first for  
an interest Dividend of 15% to Share-  
holders on Capital, and thereafter distrib-  
uted among Policy holders, annually, in  
cash. ALL the Profits of the Underwriting  
Business pro rata to amount of premium  
contributed.

RUSSELL & Co.,  
Agents.  
Hongkong, July 9, 1874.

LANCASHIRE INSURANCE  
COMPANY.

## (FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Underigned are prepared to grant  
Policies against the Risk of FIRE on  
Buildings or on Goods stored therein, on  
Coals in Matchboxes, on Goods on board  
Vessels and on Hulls of Vessels in Har-  
bour, at the usual Terms and Conditions.

Proposals for Life Insurances will be re-  
ceived, and transmitted to the Directors  
for their decision.

If required, protection will be granted on  
first class Lives up to \$1000 on a Single  
Life.

For Rates of Premiums, forms of pro-  
posals or any other information, apply to  
ARNOLD, KARBURG & Co.  
Agents Hongkong & Canton.  
Hongkong, January 4, 1877.

THE CHINA FIRE INSURANCE  
COMPANY, LIMITED.

## HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of  
China and Japan, and at Singapore,  
Siam and Penang.

Risks accepted, and Policies of Insurance  
granted at the rates of Premium current at  
the above mentioned Ports.

NO CHARGE FOR POLICY FEE.

JAS. B. COUGHTRIE,  
Secretary.  
Hongkong, November 1, 1871.

MANCHESTER FIRE ASSURANCE  
COMPANY OF MANCHESTER  
AND LONDON.

THE Underigned have been appointed  
Agents for the above Company at  
Hongkong, Canton, Foochow, Shanghai  
and Hankow, and are prepared to grant  
Insurances at current rates.

HOLLIDAY, WISE & Co.  
Hongkong, October 14, 1868.

## THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER  
of

His Majesty King George The First,  
A. D. 1720.

THE Underigned have been appointed  
Agents for the above Corporation are  
prepared to grant Insurances as follows—

Marine Department.

Policies at current rates payable either  
here, in London or at the principal Ports  
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at  
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding  
\$5,000 on reasonable terms.

HOLLIDAY, WISE & Co.  
Hongkong, July 25, 1872.

CHINESE INSURANCE COMPANY.  
(LIMITED.)

## NOTICE.

POLICIES granted at current rates on  
Marine Risks to all parts of the World.  
In accordance with the Company's Articles  
of Association, Two Thirds of the Profits  
are distributed annually to Contributors,  
whether Shareholders or not, in proportion  
to the net amount of Premiums contributed  
by each, the remaining third being carried  
to Reserve Fund.

OLYPHANT & Co.,  
General Agents,  
Hongkong, April 17, 1873.

YANGTSE INSURANCE ASSOCIA-  
TION OF SHANGHAI.

## NOTICE.

AFTER this date, the above Association  
will allow a Brokerage of Thirty-  
three and One Third per cent. (33 1/3%) on  
Local Risks only.

RUSSELL & Co.,  
Agents.  
Hongkong, June 3, 1874.

MANCHESTER FIRE ASSURANCE  
COMPANY.

THE Underigned Agents are in receipt  
of instructions from the Board of  
Directors authorizing them to issue Policies  
to the extent of \$10,000 on any one first  
class risk, or to the extent of \$15,000 on  
second class risks at current rates.  
A Discount of 20% allowed.

HOLLIDAY, WISE & Co.  
Hongkong, January 5, 1875.

## Insurances.

THE SOUTH AUSTRALIAN INSUR-  
ANCE COMPANY, ADELAIDE.

CAPITAL.....\$500,000.

THE Underigned having been appointed  
Agents for the above Company in  
Hongkong, China and Japan, are prepared  
to issue Policies of Marine Insurance,  
payable in Australia, London, Calcutta,  
Bombay, Mauritius, China and Japan at  
current rates.

ADAMSON, BELL & Co.  
Hongkong, September 6, 1875.

VICTORIA FIRE INSURANCE COM-  
PANY OF HONGKONG LIMITED,  
IN LIQUIDATION.

## NOTICE.

ALL Persons holding Warrants against  
unclaimed Dividends, Interest, or  
Bonus, are requested to present same for  
payment at the Hongkong and Shanghai  
Bank before the 1st April, 1876, otherwise  
their claims will not be recognised.

ADOLF ANDRE,  
F. D. SASSOON,  
Liquidators.  
Hongkong, December 20, 1875. apl

THE SCOTTISH IMPERIAL  
INSURANCE CO.

THE Underigned having been appointed  
Agent, in Hongkong, for the above-  
named Company, is prepared to grant  
Policies against Fire, on Buildings and on  
Goods to the extent of \$10,000, at the  
usual rates, subject to an immediate dis-  
count of 20%.

Attention is invited to a considerable  
reduction in Premiums for Life Insurance in  
China.

Life Policies effected during the year  
1875, share in the Bonus to be declared on  
31st December for the quinquennial period  
then ending.

A. MACG. HEATON.  
Hongkong, September 27, 1875.

NORTH BRITISH & MERCANTILE  
INSURANCE COMPANY.

Incorporated by Royal Charter and  
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

THE Underigned, AGENTS at Hongkong  
for the above Company, are prepared  
to grant Policies against FIRE, to the  
extent of \$10,000 on any Building, or  
on Merchandise in the same, at the  
usual Rates, subject to a discount of 20  
per cent.

GILMAN & Co.,  
Agents.  
Hongkong, July 6, 1875.

## ROYAL INSURANCE COMPANY.

THE Underigned having been appoint-  
ed Agents for the above Company,  
are prepared to grant Insurances at cur-  
rent rates.

MELCHERS & Co.,  
Agents, Royal Insurance Company.  
Hongkong, October 27, 1874.

## ON SALE.

THE  
CHINESE READER'S MANUAL.

A HANDBOOK of Biographical, His-  
torical, Mythological and General  
Literary References.

BY  
WILLIAM FREDERICK MAYERS.

Price: \$5.

Shanghai.....KELLY & Co.  
Hongkong....."CHINA MAIL" OFFICE.

## Intimations.

## COAL DEPOT.

COALS of every description supplied to  
Steamers by the Underigned.

Orders may be left at the Godowns,  
Wanchi, with Mr. J. MACLEHOSSE, or LEONG  
AN YON, KWONGHONG, Praya.

LANDSTEIN & Co.  
Hongkong, November 1, 1875. my1

## PILOTAGE.

VESSELS inward bound can secure Pi-  
lots from Reef Island, from this date.

Outward bound Vessels can secure  
FIRST CLASS PILOTS by applying to  
the Underigned at Praya Central, No. 29.

The Pilot-boat's Flag is No. 5 at the  
main-mast.

H. F. STUART.  
Hongkong, April 5, 1875. ap5

F. KRUPP'S CAST-STEEL WORKS,  
Essen (Germany.)

Sole Agent for China,  
F. PEIL,  
HONGKONG, SHANGHAI, COLOON  
(Germany.)

## WANTED TO PURCHASE.

## CHINA REVIEW

Complete Set of Vol. I.  
Six Dollars will be paid for the above.

No. 1 and 2, Vol. I.  
No. 1, (2 copies) and No. 2, (1 copy)  
Vol. II.  
One Dollar will be given for each of the  
above Nos.

Apply to the Publishers,  
CHINA MAIL OFFICE.

## Intimations.

HOTEL DES COLONIES,  
SHANGHAI.

LES Propriétaires de l'Hotel des Colonies  
ont l'honneur d'informer M. M. les  
Voyageurs qu'ils viennent d'annexer à  
leur restaurant, dont le haute renommée  
est si bien connue, une nouvelle maison,  
y attenante, qui leur permet d'offrir des  
Chambres Splendides réunissant tout le  
confortable, désirable, Chambres pour  
familles, Salles de Bains, &c., &c.  
Voitures à la disposition de M. M. les  
Voyageurs. La Salle de Billard et la  
Barre sont complètement séparées de l'Hotel  
ce qui est une sécurité pour le bien être  
des visiteurs.

Les soins les plus minutieux apportés  
dans tous les services sont une garantie  
pour M. M. les Voyageurs dont le patron-  
age est sollicité.

A. SOISSON & Co.,  
Propriétaires.  
Shanghai, le 10 Février, 1876. mol5

IN CONSEQUENCE OF THE REDUC-  
TION OF THE PRICE OF THE  
"SHANGHAI COURIER AND  
CHINA GAZETTE."

IT WILL BE THE  
CHEAPEST DAILY PAPER IN CHINA  
and as a large

INCREASE OF CIRCULATION  
MAY BE CONFIDENTLY ANTICIPATED, THE  
ADVANTAGE TO  
ADVERTISERS  
IS OBVIOUS.

In the Goods of CAPTAIN LAWRENCE  
YOUNG, Deceased.

ALL Persons having any CLAIMS  
against the above Estate are requested  
to send in Particulars of the same to the  
Underigned on or before the 22nd day of  
April, 1876.

And all Persons being indebted to the  
said Estate are requested to Pay to the  
Underigned their several Debts without  
delay.

STEPHENS & HOLMES,  
Solicitors for the Executors.  
2, Club Chambers  
Hongkong, February 22, 1876. ap22

## CLEARANCE SALE.

SAYLE & Co. will offer, on  
and after TUESDAY Next,  
the 18th Instant, the re-  
mainder of their Winter  
Stock at Greatly Reduced  
Prices, consisting of:—

Winter Costumes and Polonaises.  
Ladies' Jackets and Mantillas.  
Fancy Dress materials of all kinds.  
Wool Plaids and Flannels.  
Silks and Poplins.  
Wool Shawls and Cloaks.  
Trimmed and Untrimmed Hats  
and Bonnets.

Fancy Wool Goods.  
Lace and Linen Sets.  
Scarves and Sashes.  
Boys' Suits.  
Children's Dresses.

&c., &c., &c.

VICTORIA EXCHANGE,  
Queen's Road & Stanley Street.

## To Let.

TO LET.  
With Immediate Possession.

TWO Dwelling Houses and Offices, Nos.  
14 and 16, Stanley Street, lately in the  
occupation of Messrs KATNAL & Co.

The House No. 35, Wellington Street,  
lately in the occupation of Messrs ROSS  
& Co.

The Dwelling House No. 4, Alexandra  
Terrace.

The Store and Dwelling House, No. 31,  
Queen's Road, lately in the occupation of  
Miss GARRETT.

The House and Offices No. 3, D'Agular  
Street, lately in the occupation of Mr F.  
DEGENBERG.

DOUGLAS LAPRAIK & Co.  
Hongkong, December 20, 1875.

## TO LET.

With Possession on the 1st April.

THE Premises in Queen's Road Central,  
known as the "London Inn,"

Apply to  
LANE, CRAWFORD & Co.  
Hongkong, March 5, 1876.

## TO LET.

HOUSE No. 1, Alexandra Terrace,  
Furnished.

Apply to  
M. STOUT,  
Hongkong, February 23, 1876.

## TO LET.

FIRST CLASS STORAGE, GODOWNS,  
on the Praya.

Apply to  
TAYLOR & THOMPSON,  
Hongkong, November 20, 1875.

## TO LET.

HOUSE No. 5, Zealand Street.  
Rotten 2, Seymour Terrace,  
House No. 3, Paddar's Hill.

DAVID SASSOON, SONS & Co.  
Hongkong, March 4, 1876.

## HONGKONG MARKET PRICES.

Corrected to Saturday, Mar. 4, 1876.  
At 1200 Cash per Dollar Mexican.  
Paica.  
Highest. Lowest.  
Cash. Cash.

## Butcher Meat.

Bacon, English, lb. 400 300

" Foochow, " 160 160

Beef, sirloin and prime cut, oy. 160 120

Beef Corned, catty 120 100

" Roast, " 140 120

" Soup, " 80 70

" Steak, " 140 120

Bullocks' Brains, per set 50 40

" Tongue, fresh, each 250 200

" " corned, " 400 350

" Heart, " 150 110

" Feet, " 60 50

" Kidneys, " 60 50

" Tail, " 120 110

" Liver, catty 90 70

" Tripe (undressed), catty 40 30

Chickens, Head and Feet, set 500 450

" Ham, American, lb. 350 —

" Chinese, " 200 180

" English, " 400 360

Mutton Chop, " 220 200

" Leg, " 220 200

" Shoulder, " 160 150

" Liver, " 130 120

Pigs' Chivlings, catty 60 50

" Feet, " 120 110

" Fry, " 110 100

" Head, " 110 100

" Heart, " 70 50